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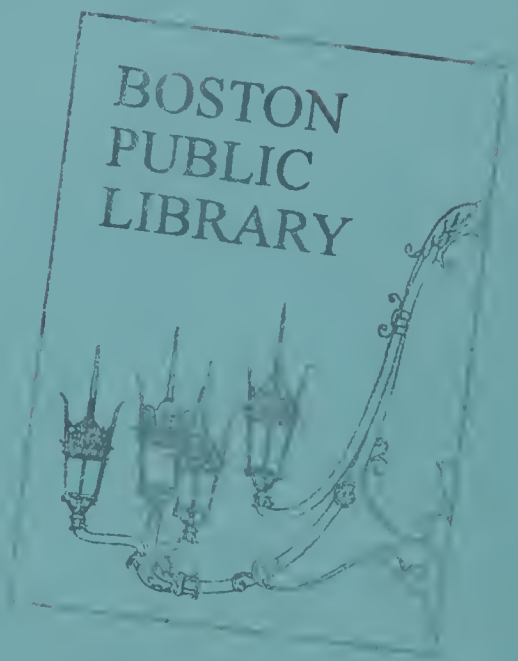

central business district urban renewal plan

BOSTON
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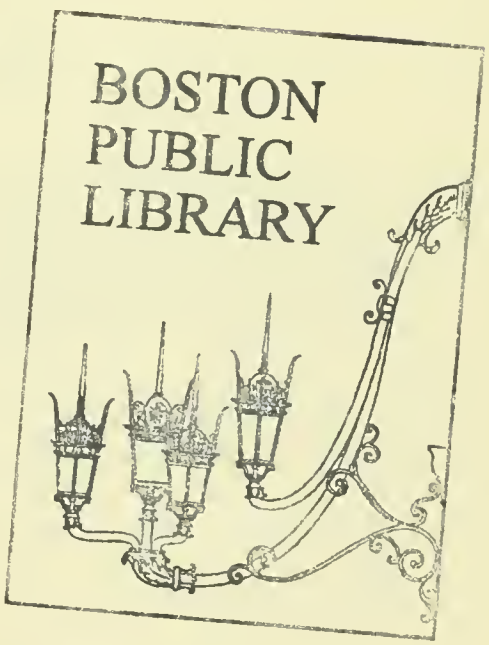
URBAN RENEWAL PLAN

CENTRAL BUSINESS DISTRICT URBAN RENEWAL AREA

Project No. Mass. R-82



July 27, 1967

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CHAPTER I: DESCRIPTION OF PROJECT

Section 101: Project Boundary

Project boundaries are shown on Map 1 - Property Map.

Section 102: Project Boundary Description

The Central Business District Urban Renewal Project Area is bounded and described as follows:-

Beginning at the intersection of the easterly sideline of Summer Street and the center line of Atlantic Avenue;

Thence running northeasterly along the center line of Atlantic Avenue to a point of intersection with the center line of Congress Street;

Thence turning and running in a northwesterly direction along the center line of Congress Street to a point of intersection with the extended southerly sideline of State Street;

Thence turning and running in a westerly direction along the southerly sideline of State Street to the southeast corner of the Old State House;

Thence turning and running in a northerly direction along the easterly property line of said Old State House to the northeast corner of said property;

Thence turning and running in a westerly direction along the northerly property line of said Old State House to a point of intersection of said property line extended with the southerly sideline of Court Street;

Thence running in a westerly direction along the southerly sideline of Court Street to a point of intersection of said sideline with the extended easterly property line of City Hall Annex;

Thence turning and running in a southwesterly direction along said property line to a point of intersection of said property line extended with the northerly property line of City Hall;

Thence turning and running in a westerly direction along said property line to the westerly property line of City Hall;

Thence turning and running along said property line to a point of intersection of said property line with the northerly sideline of School Street;

Thence turning in a westerly direction along said sideline to a point of intersection of said sideline with the westerly sideline of Tremont Street;

Thence turning and running in a generally southerly direction along said sideline to a point of intersection of said sideline with the extended southwesterly property line of 150 Tremont Street;

Thence turning and running in a southesterly direction along said property line and the southwesterly property line of 7 Mason Street to a point of intersection of said property lines with the westerly sideline of Mason Street;

Thence turning and running in a southwesterly direction along said sideline to a point of intersection of said sideline with the extended southerly property line of 162 Tremont Street;

Thence turning and running in a northwesterly direction along said property line to a point of intersection of said property line extended with the westerly sideline of Tremont Street;

Thence turning and running in a generally southerly direction along said sideline to a point of intersection of said sideline with the northerly sideline of Boylston Street;

Thence turning and running in a generally westerly direction along said sideline to a point of intersection of said sideline with the westerly sideline of Arlington Street;

Thence turning and running in a generally southerly direction along said sideline to a point of intersection of said sideline with the center line of Stuart Street;

Thence turning and running in a generally easterly direction along the center line of Stuart and Kneeland Streets to a point of intersection of said center line with the extended westerly property line of property now or formerly of The Boston Terminal Corporation;

Thence turning and running in a generally southerly and then westerly direction along said property line and the extended southerly property line of property now or formerly of The Boston Terminal Corporation to a point of intersection of said property lines with the easterly sideline of the Service Road of John F. Fitzgerald Expressway;

Thence turning and running in a southerly direction along said sideline to a point of intersection of said sideline with the northerly sideline of the Broadway Bridge;

Thence turning and running in a generally southeasterly direction along said sideline to a point of intersection of said sideline with the approximate bulkhead line on the southerly side of the Fort Point Channel;

Thence turning and running in a generally easterly or northeasterly direction along said bulkhead line to a point of intersection of said bulkhead line with the easterly sideline of Summer Street;

Thence turning and running in a northwesterly direction along said sideline to a point of intersection of said sideline with the center line of Atlantic Avenue, which is the point and place of beginning.

CHAPTER II: OBJECTIVES

Section 201: Basic Objectives

The basic objective of urban renewal action in the Central Business District Urban Renewal Project Area is to eliminate blighted conditions, deterioration, obsolescence, traffic congestion, incompatible land uses, and other environmental deficiencies in order to facilitate sound development and orderly growth. Specific objectives to meet the basic objective are:-

1. To stimulate the rehabilitation and renewal of the Central Business District Area as a stable part of the City of Boston and as its major commercial and business center;

2. To insure that the Central Business District is compatible in function and design with the neighboring Government Center, Waterfront, South Cove and Back Bay areas;

3. To promote and expedite public and private development and investment in the area through new commercial facilities and the improvement of public utilities and services;

4. To strengthen and expand the real property tax base within the area, which is now approximately 15% of the entire real property tax base of the City.

5. To facilitate the efficient use of land within the area for commercial, business, public, institutional and residential purposes;

6. To improve the basic traffic circulation system in the area and to eliminate conflicts between pedestrians, trucks and automobiles.

Section 202: Planning Objectives

Planning objectives of the project include the following:-

1. To provide increased accessibility within the area for vehicular traffic and pedestrians;

2. To eliminate, to the maximum extent feasible, conflict between free flowing traffic, pedestrian movement and on-street truck servicing;

3. To provide the basis for a stabilization of property values and to encourage rehabilitation of existing real property so as to prevent a decline in the standards throughout the area; at the same time, through selective redevelopment, to provide the opportunity for new investment and thereby encourage economic growth;

4. To adjust obsolete block, parcel and street patterns which hinder new development by private enterprise;

5. To expand the unique characteristics of the area as an attraction for visitors, by improving the setting for the historical buildings and by improving the environment for pedestrians and shoppers;

6. To promote a diversification of land uses for commercial, business, residential, institutional and cultural facilities in accordance with an overall plan which will promote harmonious growth;

7. To improve the quality and condition of existing structures through rehabilitation assistance and the enforcement of minimum rehabilitation standards;

8. To remove deteriorated, substandard and dilapidated buildings and structures which blight the area and inhibit new investment;

9. To prevent future obsolescence, deterioration and congestion;

10. To improve the condition of all public ways and utilities serving the district;

11. To encourage increased acceptance of mass transit within the area by station modernization and appropriate location of entrances and exits.

Section 203: General Design Objectives

The design objectives for reuse in the Central Business District Urban Renewal Project Area are as follows:-

1. To recognize the special significance of the urban nature of the built-up Central Business District Project Area and to enhance its character by:

   (a) The creation of public open spaces, scaled to the dense character of downtown and well located with respect to shoppers, workers and visitors to the area;

   (b) The encouragement of buildings of a multi-story and multi-use nature, built close to the street lines so as to maintain the urban environment;

   (c) The recognition by special treatment in the design of abutting buildings of the unique nature of historic sites within the district such as the Old South Meeting House and the Old Corner Book Store.

2. To place special emphasis on preserving and extending the pesestrian amenities of downtown Boston by:-

   (a) The creation of special pedestrian areas in the most heavily congested parts of the district so as to improve the environment for shoppers, workers and visitors;

   (b) The provision of easy and pleasant pedestrian connections within the Central Business District Project Area, and between it and adjacent areas such as the Government Center, Waterfront, South Cove, Beacon Hill and Back Bay;

   (c) The provision of a system of varied and lively pedestrian paths both through and between development sites which can give ready access to ground floor commercial enterprises of all types;

(d) The regulation of access to off-street parking and loading areas to reduce conflict between pedestiians and vehicles and at the same time to allow more efficient functioning of the street system.

3. To encourage diversity in construction and in land use provided that respect for neighboring properties and the urban environment is maintained.

Section 204: Subarea Planning and Design Objectives

The planning and design objectives for the Central Business District Project Area can be described in terms of several subareas:

1. Upper Washington Street: (Parcels A-1 through A-12C)

This subarea effects a transition between major retail stores to the south, the financial district to the east, and proposed new office development along Washington Street to the north.

The most important new public open space in the CBD is located in this area. This landscaped space will lie between Old South Meeting House and the Old Corner Book Store.

The Old South Meeting House will be framed against a background of medium height office structures to the east and south, and in front of it, the new park will extend north to the Old Corner Book Store. This latter building is a low structure of small scale detail. New construction facing and abutting it must physically respect its size and scale and form a visual transition to larger adjacent structures, both existing and proposed.

Washington Street, the main path north to Government Center, should be strengthened visually and its form and curvature should not be weakened by the introduction of building plazas between the

new park and the Old State House. The lines of buildings along the street should horizontally reinforce the swing of the street from open space to open space. Arcading the commercial frontage will emphasize this direction as well as provide pedestrian comfort.

Special care must be taken between Court and Water Streets on Washington Street to assure that any new building does not overly dominate Upper Washington Street. The slimmest possible tower above a low base with maximum site coverage is desired on these sites.

The planning and design objectives for this area are:-

(a) To provide opportunities for new private development of office buildings and related commercial uses in a manner that will be attractive and in keeping with the nearby historic buildings;

(b) To provide an enhanced setting for historic buildings through the creation of appropriately located public open spaces and improved pedestrian connections;

(c) To improve traffic movement through street widenings, off-street servicing and street connections;

(d) To encourage rehabilitation and improved design of existing buildings to remain.

2. Ladder Blocks: (Parcels B-1 through B-11C)

This area will become the scene of intense pedestrian activity when it is closed to surface vehicular traffic and a mid-block pedestrian path from Bromfield through to West Street is created. With trucking and servicing underground,

a high degree of pedestrian comfort and safety will result. The new mid-block path will be a natural extension of the existing City Hall Avenue-Province Street approach to the area.

The area will feature retail diversity and will be a prime location for the small and moderate size specialty shops necessary for maintenance of a complete range of shopping choices in the CBD.

Design of buildings and open space should encourage pedestrian activity by the use of intimately scaled, pleasantly protected walks and the introduction of small squares on Winter Street and Temple Place having sidewalk retail activity (showcases, posters,etc). Pedestrian areas are intended to provide a variety of routes for shoppers and increase the amount of retail frontage within the area. The design of building frontages should realize the possibility of effective two-story retail space by the appropriate use of intermediate levels and emphasis on the visibility of more than one retail level from pedestrian areas.

Construction is encouraged of high-rise apartment towers which can overlook the Common without dominating the shopping areas and which do not front on Washington Street.

The planning and design objectives for this subarea are:-

(a) To provide an off-street servicing system which will enable efficient distribution of goods with a minimum of detrimental effect;

(b) To provide an improved pedestrian environment through the closing of certain streets and their conversion into pedestrian ways and the creation of squares and additional pedestrian ways through the mid-blocks;

(c) To provide carefully planned and controlled development sites for new private investment in retail, commercial and residential facilities.

3. Washington-Summer: (Parcels C-1 through C-7)

This is a dense, maximum coverage retail area which can be improved by a more convenient and pleasant pedestrian environment. All design should encourage pedestrian movement by the use of arcades and imaginative paving schemes. Washington Street and the Summer Street Mall between Chauncy and Washington Streets, will be the principal area of desired pedestrian improvements.

The planning and design objectives for this subarea are:-

(a) To provide an improved pedestrian environment through the creation of pedestrian malls and appropriate facilities for shoppers and visitors;

(b) To provide opportunities for private development of new commercial and retail facilities;

(c) To improve the efficiency of traffic movement through the area by the clarification and rectification of the street system;

(d) To provide off-street loading and servicing facilities so that trucking and the distribution of goods will not conflict with vehicular or pedestrian traffic.

4. Church Green: (Parcels D-1 through D-7)

This area is intended to be developed as an extension of the Washington Street retail core connecting that core to the South Station complex. The major feature intended to strengthen

this connection will be a second level pedestrian way running the full length of the new development frontage from South Station to the Mall at Summer Street between Chauncy and Washington Streets.

This second level pedestrian way must be designed in such a manner as to provide the walker with a clear choice of directions; i.e., continuing along Summer Street and crossing Chauncy Street, or descending to street level at various street points, such as High, Devonshire, Federal and Kingston Streets.

Development here should emphasize clearly that this area is a link between two major points, the South Station Terminal complex and the existing Washington Street retail core. Retail frontage should be attractive on the street level as well as on the second level.

An important architectural element in this area will be the proposed office building adjacent to South Station. Because of its location adjacent to transportation and on the major pedestrian route toward Summer and Federal Streets, and its visibility from highway and street, a tower here will be a significant marker.

The design of the buildings along Summer Street should clearly relate to and define the line of Summer Street and treat the openings for cross streets in a clear and functional manner.

The planning and design objectives for this subarea are:-

(a) To create an attractive environment for pedestrians which will improve the connection between the South Station Area and the retail and financial districts;

(b) To provide parking facilities which will be used by shoppers and visitors to the area;

(c) To provide new investment opportunities for private enterprise for commercial and retail facilities.

5. South Station: (Parcels E-1 through E-4)

The easterly terminus of the Summer Street pedestrian way will be the South Station transportation concourse which will provide pedestrians with access to the parking garage, trains, busses, and the MBTA. New development on Parcel E-1 should architecturally express this function in those elements visible from Summer and Federal Streets. The pedestrian traffic over the Dewey Square overpass should be generously accommodated and protected from the weather.

The pedestrian path through the complex should be simple, yet interesting, with varied commercial activity. It should feature interior pedestrian circulation space to accommodate the many persons brought there by transportation and other uses within the complex which should become a landmark in the City of Boston.

Each development here should provide good pedestrian connection to other buildings within the complex and to the Summer Street pedestrian way.

Because of the great size of this development site, the problem of maintaining pedestrian scale within and visual scale when viewed from without becomes very important. The building complex must not be a world alien to the city around it, but must relate to the buildings and scale of the CBD.

The South Station subarea includes the entire property of the South Station railhead as well as adjacent warehousing and loft structures.

The planning and design objectives are as follows:-

(a) To encourage intensive new development including a large quantity of parking within the South Station property so as to provide a stimulus for economic growth in the district as a whole and to meet the heavy demand for parking service;

(b) To provide an attractive pedestrian connection between the South Station, Church Green, the retail area and the financial district;

(c) To encourage rehabllitation and modernization of existing loft and other structures in the subarea.

6. Financial District: (Parcels F-1 through F-6)

The financial district has the following planning and design objectives:-

(a) To provide improved pedestrian facilities through the creation of open spaces and improved sidewalk facilities;

(b) To encourage a high standard of design for private development both in new construction and rehabilitation;

(c) To relate this area on a well planned basis with the adjacent retail, Church Green and Upper Washington Street subareas;

(d) To improve the efficiency of traffic through selected street improvements and adjustments.

7. Garment - Chinatown: (Generally bounded by Kneeland Street, Harrison Avenue, Essex Street and Atlantic Avenue)

This area contains the heart of the Chinese commercial district in Boston and a great many of the garment loft buildings.

The planning and design objectives for this subarea include:-

(a) The encouragement of rehabilitation for improved commercial facilities and residential quarters;

(b) The improvement of the relationship between Central Business District and the adjacent South Cove Area;

(c) The improvement of traffic conditions through the overall improvement in the efficiency of the street system within the Project Area.

8. The Hinge Area: (Parcels G-1 through G-3)

The "hinge block" can become the focal point of the theater and entertainment district and will be an excellent location for activities connected with the visual and performing arts.

The most important architectural feature of the hinge block should be its intimate interior public open space offering a great contrast to the openness of the adjacent Common and the strongly commercial character of the surrounding streets. This open space not only will function for pedestrian circulation but will give strollers, shoppers and theatergoers an opportunity to experience a truly urban space free from traffic and noise during the day and night.

Building design should take every advantage of the double frontage potential of the interior open space and the surrounding streets. The interior frontages should form space which can be used for outdoor concerts and art exhibitions as well as for sitting.

Washington Street should be recognized as part of the main pedestrian path from Government Center to South Cove and not be interrupted by large building plazas.

The planning and design objectives for this subarea include:-

(a) To provide new investment opportunities for commercial facilities, transient and residential housing, and theater or related cultural uses;

(b) To strengthen the relationship between Downtown and Back Bay business area through appropriate new development.

9. Park Square: (Parcels H-1 through H-4)

The Major frontages for new development in Park Square are Charles Street Extension (New Charles Street) and Boylston Street. Buildings along Charles Street Extension should define the street with continuous relatively low massing above which residential towers should occur. The corner of Stuart Street should be a tower location. Maximum ground level commercial space should be provided, fronting on all pedestrian areas.

Buildings which front on Boylston Street and face the Public Garden should be designed to avoid forming a massive bulk against the sky when viewed from the Garden.

The Park Street Church steeple is an important landmark seen along the axis of Columbus Avenue from as far away as Massachusetts Avenue in the South End. This view should be preserved.

The planning and design objectives for Park Square are as follows:-

(a) To improve the efficiency of the street system and to reduce the present excessive quantity of land area devoted to streets;

(b) To provide opportunities for new investment in commercial, residential and transient housing uses;

(c) To provide a high standard of design and one which will take full advantage of the relationship of this area to the Boston Common and the Public Garden.

CHAPTER III: PROPOSED RENEWAL ACTIONS

Section 301: Proposed Types of Renewal Actions

Proposed types of renewal actions within the Project Area will consist of a combination of clearance and redevelopment activities; changes in land use; provision of public improvements and public facilities; rights-of-way and utilities changes; zone district changes and rehabilitation activities.

Section 302: Clearance and Redevelopment Activities

Clearance and redevelopment activities will include:-

(1) The acquisition of real property;
(2) The management of acquired property;
(3) The relocation of the occupants thereof;
(4) The clearance of land and buildings;
(5) The installation, construction and reconstruction of improvements;
(6) The disposition of land and other property for uses in accordance with the land use and building requirements and other provisions of the Urban Renewal Plan; and
(7) Design review and enforcement of provisions of Land Disposition Agreements.

Section 303: Rehabilitation Activities

Rehabilitation activities may include, but are not limited to:-

1. The systematic enforcement of rehabilitation standards set forth in Chapter VIII;

2. The provision of technical assistance to property owners to facilitate rehabilitation;

3. The acquisition and disposition of real property which is not made to conform to the rehabilitation standards of the plan;

4. The undertaking of rehabilitation demonstrations;

5. The acquisition and disposition for rehabilitation of real property in accordance with the land use requirements and rehabilitation standards set forth in the plan.

Section 304: Public Improvements

Public improvements will include, as necessary, the abandonment, provision, improvement, extension, construction, reconstruction and installation of public buildings, open space, rights-of-way, streets, pedestrian ways and malls, elevated public ways, underground systems for truck loading and unloading, new tree plantings and utilities, such as water, sewers, traffic and street lighting systems, police and fire communication systems and mass transit facilities, in order to carry out the provisions of the Urban Renewal Plan.

The location of public buildings, open space and rights-of-way shall be substantially as shown on Map 2 - Proposed Land Use. Streets and public utility changes shall be such as to conform generally to the rights-of-way shown on the Proposed Land Use Map.

CHAPTER IV: PROPERTY TO BE ACQUIRED

Section 401: Identification

Property to be acquired by the Boston Redevelopment Authority for clearance and redevelopment is shown on Map 1 - Property Map, or is stated in Sections 404, 405 and 406.

Section 402: Properties Designated for Acquisition Which May Not Be Acquired - In General

Certain properties designated on Map 1 - Property Map, as "Conditional Acquisition", may be acquired by the Authority unless the following conditions are met:-

1. There is presented by the property owner(s) to the Authority, within a specified time period after approval of the Urban Renewal Plan by the Department of Commerce and Development (or its successor in function) of the Commonwealth of Massachusetts, a proposal acceptable to the Authority for development and/or rehabilitation of the property in accordance with the building requirements and controls of this Plan;

2. Within a specified time period after acceptance by the Authority of such a proposal, an agreement satisfactory to the Authority binding the owner to undertake the development and/or rehabilitation is executed; and

3. The development and/or rehabilitation is completed in accordance with such agreement.

The following schedule identifies the properties to which the above conditions are applicable, the number of months for the submission of a proposal and the execution of an agreement as set forth in (1) and (2) above, unless either or both of these deadlines be extended by the Authority:-

SCHEDULE OF PROPERTIES SUBJECT TO CONDITIONAL ACQUISITION

Property designated for Acquisition	Block Number	Parcel Number	Reuse Parcel	No. mos. for Proposal	No. mos. for Execution of Agreement
228-256 Wash. St.	271	3	A-1C	24	6
215-260 Wash. St.	285	8,9,10	A-11C	24	6
201 Wash. St. & 22 Court St.	285	1	A-12C	24	6
209 Wash. St.	287	1	A-12C	24	6
516-539 Wash. St.	372	4A,12 13 & 14	C-5C	24	6
564-588 Wash. St.	370D	1A & 2	C-6C	24	6
180-202 Boylston Street	S2B3A	1 & 2	H-3C	24	6
371-387 Wash. St.	282	1	B-2C	36	6
40-44 Bromfield St. & 104-122 Tremont St.	282	3,4,5	B-4C	36	6
124-129 Tremont St. & 17-45 Winter St. & 9 Hamilton Place)	282	5,6,7, 8,9,10, 11	B-3C	36	6
443-481 Wash. St. & 48-58 Temple Place & 3-4 Winter Place & 1,2,3 Jackson Place	360	1,19, 20,22, 23,24, 25	B-6C	36	6
140 Tremont St. & 12-28 Temple Place)	360	13,14, 15,16, 17	B-8C	36	6
28-50 Winter St. & 130-134 Tremont St.	360	5,6,7, 8,9, 10,11	B-9C	36	6
489-509 Wash. St.	361	1, 18	B-11C	36	6

Section 403: Properties Designated for Acquisition Which May Not Be Acquired - Special Conditions Applicable to Blocks 282, 360 and 361

With respect to those properties in Blocks 282, 360 and 361 shown as conditional acquisition on Map 1 - Property Map, the proposals must include plans for connecting to the underground truck servicing system to be developed within blocks 282, 360 and 361. In the event the Authority acquires any or all of the properties which are shown as conditional in blocks 282, 360 and 361, it is the intention of the Authority to dispose of said properties for rehabilitation in accordance with the requirements of the Plan. In the event that the Authority makes a finding that a substantial number of contiguous properties cannot be rehabilitated in accordance with the Plan, the Authority may make a determination that the properties should be demolished and the resultant property sold for reuse consistent with the uses of other property in the area and controls and objectives of the Plan.

Section 404: Special Conditions Applicable to Block 278

In the event the use of property in Block 278, Parcel 1, as a plant for the publishing of a daily newspaper is discontinued or terminated, the entirety of Block 278 shall be acquired by the Authority in order to create a major new development site and to improve the street system in the area. The land use and building requirements shall be as follows:-

Permitted Uses	F.A.R.	Parking	Other Requirements
Office Commercial	Minimum - 6	Ancillary to permitted uses only	No vehicular access from Summer Street

Section 405: Special Conditions Applicable to Block 284C, Parcel 1

Block 284C, Parcel 1 (City Hall) shall be acquired by the Authority if, within 6 months after approval of the Urban Renewal Plan by the Department of Commerce and Development (or its successor in function) of the Commonwealth of Massachusetts, a proposal acceptable to the Authority for rehabilitation and reuse of the property has not been submitted.

Upon such acquisition, the Authority will seek to dispose of the property to a purchaser willing to undertake such rehabilitation. However, if within 12 months of such acquisition by the Authority an acceptable proposal for such rehabilitation and resue has not been submitted to the Authority, and a disposition agreement providing for such rehabilitation and reuse executed, the parcel will be cleared by the Authority and made available under the following land use and building controls:-

Permitted Uses	F.A.R.	Parking	Other Requirements
Office Commercial Institutional	Minimum - 3 Maximum - 10	Ancillary to permitted uses only	No vehicular access from School St.; 60' setback from curbline on School St. measured at center line of parcel with the set-back line perpendicular to City Hall Avenue

Section 406: Not to be Acquired Property - Special Conditions

Other property not designated for acquisition as shown on the Property Map may be acquired by the Boston Redevelopment Authority if such property is not made to conform to the rehabilitation standards set forth in Chapter VIII, and if the procedures prescribed in Section 808 are not followed. Such an acquisition can be made only upon the Authority's finding that the property owner has failed to conform to the above rehabilitation standards or procedures and that either the property is blighted, decadent, deteriorated or deteriorating, or constitutes a land use non-conforming or incompatible with, or detrimental to the provisions of the Urban Renewal Plan.

Section 407: Use of Property Acquired Under Special Conditions

The Boston Redevelopment Authority may, where necessary, conduct clearance and redevelopment activities, or sell or lease for redevelopment, renewal or rehabilitation, or public improvements or public facilities, or make any other lawful use and disposition of all or any portion of property which it has acquired under the Special Conditions set forth in Section 406. Where such property is sold or leased for redevelopment, the Authority shall establish controls relating to land use and building requirements in conformity with objectivss and design principles of the Urban Renewal Plan and consistent with the requirements and controls imposed upon similar property by the provisions of the Urban Renewal Plan.

CHAPTER V: INTERIM USE OF ACQUIRED PROPERTY

Section 501: Interim Use of Acquired Property

The Boston Redevelopment Authority may devote property acquired under the provisions of this Plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to project office facilities, parking, relocation purposes, public transportation or recreational uses, all in accordance with such standards, controls and regulations as the Authority may deem appropriate.

CHAPTER VI: LAND USE AND BUILDING REQUIREMENTS

Section 601: Land Use Plan

The use of land in the Project Area shall be as shown on Map 2 - Proposed Land Use Plan - which indicates proposed land uses and rights-of-way.

Section 602: Land Use and Building Requirements

A. General

1. The use and development of land and improvements shall be in accordance with the requirements of this Chapter. Where maximum floor area ratios are not included in Section 606, the limitations of the Zoning Code of the City of Boston as now in effect shall apply.

2. The Boston Redevelopment Authority may subdivide disposition parcels as appropriate. In the event of subdivision, the permitted uses will be applicable to sub-parcels and parking requirements will be divided as appropriate.

3. The provisions of this Chapter shall apply to all disposition parcels unless specifically excepted.

4. Use controls as set forth in this Chapter shall be interpreted to permit supporting and ancillary uses which are reasonably associated with the primary use.

B. Definitions

1. Height. The vertical distance of the highest point of the roof, excluding penthouses and roof structures, above the mean grade of the sidewalk at the line of the street or streets on which the building abuts, or, in the case of a building not abutting on a

street, above a given grade adjoining the building line, as more fully defined in the Zoning Code of the City of Boston as now in effect.

2. Floor Area Ratio (F.A.R.). The ratio of gross floor area of a structure or group of structures to total parcel area. Gross floor area is exclusive of basements, enclosed porches, arcades, and that portion of enclosed floor space for ancillary motor vehicle parking. Total parcel area is computed with respect to the property actually conveyed, including private rights of way.

3. Arcade. A substantial area of a building which is open to public access for right-of-way purposes.

C. Building Requirements and Restrictions

1. Landscaping and Screening. All open areas must be suitably landscaped so as to provide a visually attractive environment.

2. Off-Street Loading. Developers and owners of all buildings shall demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately, or that the lack of such loading facilities will not be detrimental to surrounding areas of the Project. Provision shall be made so that all movement of trucks for loading is accomplished within the site. Loading provisions that require a truck to back up into traffic to get in or out of a loading dock are unacceptable. For purposes of such demonstration, the following off-street loading bay requirements shall apply:-

NUMBER OF BAYS REQUIRED BY GROSS FLOOR AREA OF STRUCTURES

Gross Floor Area (in thousands of square feet)	Office and General Commercial	Retail and Wholesale
Under 15	0	0
15-50	1	1
50-100	1	2
100-150	2	3
150-300	3	4
300 and over	4*	5*

*Plus 1 for each additional 150,000 square feet

3. Other On-Site Improvements. All improvements on the land, including buildings, landscaped areas, and parking areas, shall be properly maintained in good repair, and in clean, sanitary and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained. Open storage of materials, equipment or merchandise shall not be permitted in any section of the Project Area.

4. Sign Control. Signs within the Project Area shall be restricted to an identification of the establishment and the nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. The size, design, location and number of signs, the

placement or replacement of any sign or any exceptions to the above controls shall be subject to the approval of the Authority, which can in exceptional cases grant exceptions to the above controls.

5. Parking. All parking structures shall be designed so as to provide one entrance lane for each 300 parking spaces provided. Each entrance lane must have sufficient reservoir space to avoid vehicle backup onto public streets. All parking shall be enclosed unless otherwise indicated in Section 606.

6. Subway Facilities. Provision shall be made for subway tunnels, stations, and access facilities in accordance with the proposed Land Use Plan, and disposition parcels may be subject to easements and other rights as appropriate in accordance therewith.

7. Utilities. The placement or replacement of all private and public utilities shall be underground and disposition parcels may be subject to easements and other rights as appropriate in accordance therewith.

8. Handicapped Persons Provisions. All new buildings in the Project Area shall be so designed that persons in wheelchairs can enter and leave and travel about the building in a reasonable manner without undue obstruction.

Section 603: Specific Land Use and Building Requirements

Land Use and building requirements for each disposition parcel and certain alternative uses are set forth in Sections 404, 405 and 606. The purpose of alternative uses, where applied, is to establish an alternative use which is entirely consistent with this Plan, and which may be utilized if conditions so warrant at the time of disposition.

Section 604: Properties Not To Be Acquired

In the event that the Authority disposes of a reuse parcel or any subdivision of a reuse parcel to a developer who owns a contiguous parcel not part of the clearance or disposition area, the Authority reserves the right to impose such controls as are necessary to insure that the use and development of both parcels will be in conformity with the objectives of the Plan.

Section 605: Interpretation

In the event of any question or questions regarding the meaning or construction of any land use and building requirements in this Chapter, the reasonable interpretation or construction thereof by the Authority shall be final and binding.

Section 606:*

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
A-1C	Office	Minimum 10	Ancillary to office use only	Maximum parcel coverage 15 ft. clear ground floor setback from curbline on Washington Street.
A-2	Office	Minimum 10	Ancillary to office use only	Maximum parcel coverage 15 ft. clear ground floor setback from curbline on Washington Street.
A-3	Public Open Space	-	Not permitted	-
	Office	Minimum 6	Not permitted unless part of redevelopment of adjacent property, then ancillary to office use only	Maximum parcel coverage MBTA entrance easement Building height not to exceed 155 ft.

*Notes: "C" refers to conditional acquisition parcels

"EL" refers to parcel designations used in the Early Land Acquisition Program
Refer to Map 5 - Disposition Plan, for Parcel Locations

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
A-4	Public Open Space	-	Not permitted	MBTA kiosk permitted
A-5	Office	Minimum 6	Ancillary to office use only	Pedestrian easement Building height not to exceed 155 ft. 40 ft. setback from curbline on Washington Street Service access from Milk or Arch Streets only Parking access from Milk Street only.
A-6 (EL-2)	Commercial Parking	Minimum 3 Maximum 10	Not to exceed 880 cars	Service access from Arch Street only Parking access from Hawley Street and Arch Street only Pedestrian easement.
A-7	Office Commercial Alternate: Public Open Space	Minimum 4 Maximum 10	Not permitted	-

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
A-8	Commercial Parking Office	Minimum 4 Maximum 10	Not to exceed 300 cars	Vehicular access from Province Street only Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
A-9 (EL-1)	Commercial Office	Minimum 3 Maximum 6	Not permitted	No vehicular access from School Street. Building height not to be less than 65 ft. nor more than 95 ft.
A-10	Public Open Space	-	Not permitted	-

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses			
A-11C	Parking Commercial Office	Minimum 6	Not to exceed 600 cars	Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 80 ft. on Washington Street. Building height not to exceed 125 ft. A maximum of one vehicular entrance and one exit of 2 lanes each permitted on Washington Street.
A-12C	Office	Minimum 10	Ancillary to office use only	No vehicular access from Washington Street. Setback below third floor not permitted on Washington Street. Arcade permitted. Building height not to exceed 500 ft.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
B-1	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to residential use only 1:1 maximum ratio	Vehicular access from Bromfield Street only. Easement for truck tunnel and for tunnel service connections to adjacent properties. Pedestrian easements. Servicing from truck tunnel required. Setback below fourth floor not permitted on Washington St. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
B-2C	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	Servicing from truck tunnel required. Setback below fourth floor not permitted on Washington St. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
B-3C	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to residential use only 1:1 maximum ratio	Vehicular access for parking from Tremont St. only. Servicing from truck tunnel required. Setback below fourth floor not permitted on Tremont St. Arcade permitted.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
B-4C	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to residential use only 1:1 maximum ratio	Vehicular access for parking from Bromfield and Tremont Streets only. Servicing from truck tunnel required. Setback below fourth floor not permitted on Tremont Street. Arcade permitted.
B-5	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	No vehicular access from Winter St. Easement for and service from truck tunnel required.
B-6C	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	Servicing from truck tunnel required. No vehicular access from adjacent streets. Setback below fourth floor not permitted on Washington St. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
B-7	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	Easement for and service from truck tunnel required. No vehicular access from Temple Place.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
B-8C	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to residential use only 1:1 maximum ratio	Vehicular access for parking from Tremont St. only. Servicing from truck tunnel required. Setback below fourth floor not permitted on Tremont Street. Arcade permitted.
B-9C	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to residential use only 1:1 maximum ratio	Vehicular access for parking from Tremont Street only. Servicing from truck tunnel required. Setback below fourth floor not permitted on Tremont Street. Arcade permitted.
B-10	Commercial Residential Office	Minimum - 4 Maximum - 10	Ancillary to permitted uses only. Not to exceed 600 cars	Vehicular access from West St. only. Easement for and service from truck tunnel required. Setback below fourth floor not permitted on Tremont Street. Arcade permitted.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
B-11C	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	Servicing from truck tunnel required. Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
C-1	Commercial Alternate: Public Open Space	Minimum - 4 Maximum - 10	Not permitted	MBTA entrance easement. No vehicular access permitted. Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
C-2	Commercial Office Alternate: Public Open Space	Minimum - 4 Maximum - 10	Not permitted	
C-3	Commercial Office	Minimum - 4 Maximum - 10	Ancillary to permitted uses only	Underground servicing required. No vehicular access from Summer Street.
C-4	Commercial Office Parking	Minimum - 4 Maximum - 10	Not to exceed 900 cars	No vehicular access from Washington & Chauncy Sts. Underground servicing required. Setback below fourth floor not permitted on Washington St. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
C-5C	Commercial Office	Minimum - 4 Maximum - 10	Not permitted	No vehicular access from Washington Street. Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
C-6C	Commercial Office	Minimum - 4 Maximum - 10	Not permitted unless part of redevelopment of adjacent property	No vehicular access from Washington Street. Setback below fourth floor not permitted on Washington Street. Arcade permitted. Setback of 50 ft. required above a height of 100 ft. on Washington Street.
C-7	Commercial Office Alternate: Public Open Space	Minimum - 1 Maximum - 10	Not permitted	

LAND USE AND BUILDING REQUIREMENT TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
D-1	Commercial Office	Minimum 4 Maximum 10	Not permitted	Pedestrian easement. Easement for and service from truck tunnel. 40 ft. setback from curbline of Summer Street above first floor.
D-2	Commercial Parking Office	Minimum 4 Maximum 10	Not to exceed 600 cars	Easement for and service from truck tunnel. Bedford Street easement.
D-3	Commercial Office	Minimum 4 Maximum 10	Not permitted	
D-4	Commercial Office	Minimum 4 Maximum 10	Not permitted	
D-5	Commercial Parking	Minimum 4 Maximum 10	Not to exceed 900 cars	Easement for and service from truck tunnel. Pedestrian easements. Minimum 20 ft. setback from curbline of Summer Street above first floor. No vehicular access from Summer Street.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
D-6	Commercial Parking	None	Open Parking Permitted	Minimum 20 ft. setback from curbline of Summer Street. Pedestrian easement. Parking must be screened along Summer Street.
D-7	Office	Minimum 10	Ancillary to office use only	Pedestrian easement. 40 ft. setback from curbline of Summer Street above first floor. No vehicular access from Summer Street.

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
E-1 (EL3-A)	Office Commercial	Minimum 3 Maximum 10	Not required Ancillary to office use only	Railroad Use Easements Pedestrian Easements
E-2 (EL3-B)	Transient Housing	Minimum 3 Maximum 10	Not required Ancillary to Transient Housing Use 1:1 maximum ratio	Railroad Use Easements Pedestrian Easements
E-3 (EL-3C)	Parking	Minimum 3 Maximum 10	2,600 cars Minimum 5,200 cars Maximum	Railroad Use Easements Pedestrian Easements
E-4	Commercial Parking	None	Surface Parking Permitted	Railroad Use Easements

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
F-1	Public Open Space	-	Not Permitted	-
F-2	Commercial Public Open Space	Minimum 1 Maximum 10 -	Not Permitted	Pedestrian easement No vehicular access from Summer Street.
F-3	Office Parking	Minimum 6 Maximum 10	Not to exceed 450 cars	-
F-4C	Office	Minimum 6	Ancillary to office use only	No vehicular access from Congress Street.
F-5	Public Open Space	-	Not Permitted	-
F-6	Public Open Space Commercial Office	-	Not Permitted	Pedestrian Easements

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
G-1	Office Commercial Parking	Minimum 4	Not to exceed 900 cars	Pedestrian and MBTA entrance easements.
G-2	Commercial Residential Transient Housing Office Public Open Space	Minimum 4	Ancillary to Permitted uses only. Not to exceed 600 cars	Underground Servicing Pedestrian and MBTA entrance easements.
G-3	Public Open Space	-	Not Permitted	

LAND USE AND BUILDING REQUIREMENTS TABLE - REQUIREMENTS FOR DISPOSITION PARCELS

Parcel Number	Permitted Uses	F.A.R.	Parking	Other Requirements
H-1	Commercial Office	Minimum 2	Not Permitted	-
	Alternate: Public Open Space		Not Permitted	-
H-2	Commercial	Minimum 0.5	Not Permitted	-
	Alternate: Public Open Space		" "	-
H-3C	Transient Housing Residential Office Commercial	Minimum 6	Ancillary to Transient Housing or residential uses only 1:1 maximum ratio	-
H-4	Residential Transient Housing Office Commercial	Minimum 4	Ancillary to residential or transient housing uses only 1:1 maximum ratio	Eliot Street easement No vehicular access from Eliot Street.

CHAPTER VII: REDEVELOPER'S OBLIGATIONS

Section 701: Applicability

The provisions of this chapter shall apply to each parcel acquired upon its disposition and shall be implemented by appropriate covenants and provisions in disposition documents.

Section 702: Compliance with Plan

Redevelopment of the land in the Project Area shall be made subject to the regulations and controls set forth in the Urban Renewal Plan. The purpose of such regulations and controls is to assure that the redevelopment of land within the Project Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all redevelopers not only to comply with these regulations and controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare redevelopment proposals which conform to the Plan.

Section 703: Design Review

All redevelopment and rehabilitation proposals will be subject to design review, comment and approval by the Boston Redevelopment Authority prior to land disposition and/or prior to the commencement of construction.

In addition to assuring compliance with the specific controls set forth in this Plan and as more specifically set forth in disposition documents, the Authority will establish design review procedures and evaluate the quality and appropriateness of redevelopment proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents.

Section 704: General Obligations

The Authority shall obligate redevelopers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means providing for reasonable action in the event of default or noncompliance by such redevelopers and purchasers:-

1. To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan;

2. To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are necessary to carry out the purpose and objectives of the Plan and of the relevant provisions of the Massachusetts General Laws;

3. To commence, execute and complete construction and improvements in accordance with reasonable time schedules as determined, agreed on and established by the Authority;

4. To give preference in the selection of tenants for dwelling units or tenants for commercial space built in the Project Area to persons displaced from such area or from other areas on account of action taken pursuant to Urban Renewal Plans, who desire to rent such dwelling units or such commercial space and who will be able to pay rents or prices equal to rents or prices charged other tenants for similar or comparable space built as a part of the same redevelopment;

5. To make adequate provisions for works of art and other amenities in accordance with the policy as established by the Authority.

Section 705: Disposition by Redeveloper

The redeveloper shall not dispose of all or part of his interest in a disposition parcel within the Project Area without the written consent of the Boston Redevelopment Authority until the full completion by the redeveloper of all improvements required by and in conformity with the terms and conditions of both the Urban Renewal Plan and the Land Disposition Agreement entered into between the Redeveloper and the Authority. The Boston Redevelopment Authority may in granting such consent impose conditions that will, among other things, prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121 and, where applicable, Chapter 121A of the Massachusetts General Laws, and amendments thereto.

CHAPTER VIII: REHABILITATION

Section 801: Identification and Applicability

Property not designated for acquisition as shown on Map 1 - Property Map, but including property designated for conditional acquisition, as described under Section 402, shall be made to conform with the rehabilitation objectives and standards set forth in this chapter. All properties and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on said Map, are to be maintained at or brought to a level which meets the standards of this chapter.

Any property or building which is not maintained at or brought to conformity with such standards will, if appropriate, be acquired by the Boston Redevelopment Authority as provided in Sections 402, 405 and 808.

Section 802: General Objectives

The basic objectives of rehabilitation activity in the Project Area shall be to secure and maintain all structures and their environment so as:-

1. To prevent the spread of blight and substandard conditions;

2. To restore deteriorating areas to sound conditions;

3. To improve the quality of individual properties; and

4. To create decent, safe, and sanitary structures providing a sufficient degree of amenity, convenience and usefulness for the occupants and users thereof.

Section 803: Planning and Design Objectives

1. To achieve land uses which will be complementary, and will not adversely affect each other;

2. To insure that traffic generators will not create congestion or other adverse effects;

3. To regulate nonconforming uses to assure that they do not produce crowding, noise, odors, air pollution, glare, heat, vibration, dirt, and the like, and are not detrimental to the health, safety and general welfare of the community;

4. To require that the physical character of buildings be aesthetically pleasing and architecturally consistent with the surrounding area in order to eliminate deteriorating or blighting influences, to encourage area stability, maintenance of property, and a high calibre of land use; and that all open areas be attractively landscaped in order to enhance the character of the area;

5. To require that buildings be structurally sound; and

6. To require that all open areas be attractively landscaped.

Section 804: Health Objectives

Sanitary objectives must be attained in order to eliminate conditions which cause disease or which are otherwise detrimental to the public health and safety, and the general welfare of the community. To achieve this, all facilities necessary for adequate heat, light, plumbing, and general sanitation must be properly installed and maintained in good working condition. Structural and environmental conditions necessary for the provision of adequate space for occupants, and for healthy conditions and use must be maintained.

Section 805: Safety Objectives

Safety objectives must be achieved to prevent unsafe conditions which can cause injury to persons or damage to adjacent buildings.

To achieve this, potential fire hazards must be eliminated; unsafe conditions in alleys and open spaces must be eliminated; the exterior and interior of structures and buildings and all facilities must provide maximum safety. Satisfactory means of egress must be provided.

Section 806: Additional Objectives for Nonresidential Rehabilitation

The following additional objectives for nonresidential rehabilitation shall apply:-

1. To require that, where feasible, commercial, industrial, and other nonresidential traffic generators provide adequate off-street parking and loading facilities;

2. To provide for the control of noxious by-products of operations by the generators thereof;

3. To insure that any changes in the physical character of buildings to remain will be architecturally consistent with buildings in the immediate vicinity in order to eliminate deteriorating or blighting influences and to achieve an aesthetically pleasing environment, thereby encouraging area stability and maintenance of proper land uses;

4. To promote attractive landscaping in all open spaces in order to enhance the character of the area;

5. To require that buildings be structurally sound;

6. To integrate signs with the overall structural appearance that they will not adversely affect the general character or appearance of the areas;

7. To reface unfinished facades in a manner which will make them harmonious with the rest of the building and the area;

8. To demolish and remove all nonfunctioning or unused mechanical equipment (and housings for same), vents, flues and chimneys which are visible from the exterior.

Section 807: Rehabilitation Standards

All structures and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on the Property Map, shall be maintained at or made to conform to:-

1. The Sanitary Code of the Commonwealth of Massachusetts: "Article II, Minimum Standards of Fitness for Human Habitation";

2. The "Building Code of the City of Boston," and revisions and amendments thereto;

3. The "Fire Prevention Code" of the City of Boston, set out in Chapter 3 of the City Ordinances of 1959, and ratified by Chapter 314, Massachusetts Acts of 1962;

4. The City of Boston Zoning Code, and revisions and amendments thereto; and

5. All other applicable state and local laws, ordinances, codes and regulations. Provided, however, that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121A, Massachusetts General Laws, and amendments thereto, and as otherwise provided under such laws, ordinances, codes and regulations where applicable.

Failure to set forth herein any provision of any such law, ordinance, code or regulation shall not be deemed to make such provision inapplicable.

Section 808: Inspection and Notice

The Boston Redevelopment Authority will inspect every property not designated for acquisition as shown on the Property Map.

In the event that the Authority is unable to complete the necessary inspection of any property because admission for purposes of such inspection is refused, the Authority may thereafter acquire the property. Such an acquisition can be made only upon the Authority's finding (a) that an appointment for such inspection was requested by a representative of the Authority after having identified himself and having stated the purpose of the requested inspection and (b) that such representative made a good faith effort, including the affording of reasonable prior notice, to agree with the owner of the property or his agent with respect to a reasonable time for such an inspection.

Whenever it has been found on inspection that a residential or nonresidential property or structure does not meet the objectives, standards, and controls of Chapter VIII of this Plan, the Authority shall, within a reasonable period of time after the inspection, give notice of such nonconformance to the owner thereof. Such notice shall be in writing, addressed to the owner, and to other persons known to have an interest in the property, at their last known address, and shall be sent by certified or registered mail. Such notice shall state why it is being issued and shall specify the respects in which the property fails to meet the objectives, standards and controls of the Plan. Such notice may also set a schedule for beginning and completing each part of the work, provided that a reasonable time is allowed for the performance of any act required.

If at the end of such period, satisfactory conformance with the standards of Chapter VIII has not been achieved, the Boston Redevelopment Authority may acquire the property, pursuant to Sections 402 and 403.

Section 809: Technical Assistance

Technical assistance for rehabilitation will be provided by the Boston Redevelopment Authority for the purpose of developing an awareness and understanding of rehabilitation objectives, standards, requirements, and methods, and for the purpose of providing guidance in planning, design, construction, financing, and execution of individual rehabilitation activities as necessary to carry out the provisions of the Urban Renewal Plan.

Section 810: Property Acquired for Rehabilitation

Property acquired by the Boston Redevelopment Authority and disposed of for rehabilitation shall be made subject to the requirements of this Chapter and Chapter VI.

CHAPTER IX: ZONING DISTRICT CHANGES

Section 901: Identification of Changes

Proposed zone district changes are shown on Map 3 - Zoning Plan.

CHAPTER X: RELATION OF PLAN TO LOCAL OBJECTIVES

Section 1001: Conformity to General Plan

The Urban Renewal Plan is in conformity with the 1965/1975 General Plan for the City of Boston and the Regional Core, as adopted by the Boston Redevelopment Authority in March, 1965, and its program for community improvements. In addition, the Urban Renewal Plan is in conformity with the General Neighborhood Renewal Plan for the downtown area of the City of Boston, as adopted by the Boston Redevelopment Authority in March, 1965.

Section 1002: Relationship to Definite Local Objectives

1. Land Use

   The Project will help achieve the local objectives of providing new and improved commercial space in downtown Boston as well as the creation of new residential units, institutional and cultural uses, public open spaces, and parking facilities. The new uses will be supported by appropriate project improvements.

2. Traffic Improvements

   The Plan will enable improvements to be made to the overall street system of the Project Area in order to achieve a more efficient flow of traffic and thereby encourage economic growth. In addition, the Plan will provide a significant increase in off-street parking facilities as well as off-street loading for the distribution of goods and merchandise. It will thus meet the local objectives of reducing congestion and accidents, improving traffic flow, and providing suitably located parking facilities.

3. Improvement of Public Utilities

   The Urban Renewal Plan proposes the relocation, abandonment, or replacement as necessary of all existing substandard, inadequate underground

public utilities with new underground lines adequate in capacity and flow and in conformance with local standards.

4. Recreation and Community Facilities

The Plan will provide well located, new public open spaces within the Project which will improve the environment and heighten the appeal of historic buildings. In addition, the Plan will provide a system of pedestrian malls and walkways in the heart of the retail district for the convenience of shoppers and visitors. These goals are an important part of the planning objectives of the area.

CHAPTER XI: ANTI-DISCRIMINATION PROVISIONS

Section 1101: Affirmation Covenant

Every agreement, lease, conveyance, or other instrument by which land in the Project Area is disposed of for uses which may include housing or facilities related to residential use shall include an affirmative covenant binding on the contractor, lessee, grantee, or other party to such instrument and on the successors in interest to such contractor, lessee, grantee, or other party, that there shall be no discrimination upon the basis of race, color, creed, or national origin, in the sale, lease, or rental, or in the use or occupancy of such land or any improvements erected or to be erected thereon, and the Boston Redevelopment Authority will take all steps necessary to enforce such covenants and will not itself so discriminate.

Section 1102: Compliance with Anti-Discrimination Laws

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management, or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws, and amendments thereto, and to all other applicable federal, state, and local laws prohibiting discrimination or segregation by reason of race, color, creed, or national origin.

CHAPTER XII: MODIFICATION AND TERMINATION

Section 1201: Modification

This Plan may be amended at any time by the Authority, provided, however, that:-

1. Any amendment which in the reasonable opinion of the Authority substantially or materially alters or changes the Plan shall be subject to the Federal, State and local approvals then required by law;

2. No amendment to any provision of Chapter VI of the Plan shall be effective with respect to any land which the Authority has then disposed of or contracted to dispose of without the consent of the other party to such disposition or contract, or such other party's successors or assigns; and

3. If this Plan is recorded with the Suffolk Registry of Deeds, no such amendment shall be effective until the amendment is also so recorded.

Section 1202: Termination

The provisions and requirements established in this Urban Renewal Plan shall be maintained in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the City Council and Mayor of the City of Boston, except for Sections 1101 and 1102 which shall remain in effect for one hundred (100) years from said date.

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